

THE NATIONAL

Falcon NEWS

THE MAGAZINE OF THE FALCON CLUB OF AMERICA

FOURTH QUARTER
OCTOBER 2021



A NIGHT OUT AT
THE 2021 FALCON
NATIONAL MEET

ON THE COVER

This group of Falcons had arrived and was ready for start of the 2021 Nationals in July 2021. This beautiful assortment of Falcons in many colors, models, and years sits outside the Irving Diner as their owners catch up with old and new friends on the inside of the Diner. Everyone was ready to meet up with other Falcon Club members after a year off due to the pandemic. Texas welcomed us all with open arms and the Heart of Texas Chapter did a terrific job hosting this National Meet. We will continue to feature some of the cars in attendance and photos of the events in the upcoming issues.

This month's print issue includes some new articles and some of the "BEST OF" from the last three month's on-line issues, just in case you missed one of them.

EDITOR NOTE: Please send us your photos and stories so **your** Falcon can be featured in our magazine.

IMPORTANT MEMBERSHIP INFORMATION

The link to the monthly online magazine on the website at falconclub.com is password protected and you must enter, when requested, the underlined password shown above to access the online edition.

For inquiries or updates regarding your FCA membership—your address, email, phone number, etc.—please contact membership@falconclub.com. To place a classified ad, email editor@falconclub.com. To submit FCA Regional event information, send information to editor@falconclub.com and admin@falconclub.com.

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To access the online magazine, technical articles, and membership directory, use password [FCA1979!](#)

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members.



Jim Guthrie
FCA President

PRESIDENT'S MESSAGE

Plans for the 2022 National Meet have been finalized. You will find all the information in this issue on pages 4–5 and on our website at Falconclub.com including hotel and registration details. The Meet is set for the third weekend in July, the fourteenth through the sixteenth. The location is Kingsport, Tennessee. Reservations are open at the MeadowView Conference Resort & Convention Center. When making reservations, be sure to mention the Falcon Club of America.

A big thank you to Steve Springer, Russ Welty, Teri Anticevich and Marisa Anticevich for forming a National Meet Committee and contracting for this event. More help is needed and you should contact Steve Springer if you wish to volunteer.

Northeast Chapter just completed their annual regional meet at Warwick, Rhode Island. Fifty cars were registered for the event. Mid America Chapter just finished their annual All Ford Show at Olathe Ford in Olathe, Kansas on September 11. The theme honored the fallen from 9-11-2001.

October 1 and 2 is when the Founder's Chapter hosts their Fall Regional Meet in Hot Springs, Arkansas. I hope to see you there.

Our club is looking for a Webmaster and Internet Director. If you have an interest in either position, please call me or email me.

Summer is quickly fading. The sun comes up later each day and departs earlier each evening. Now would be a good time to check out your lights, wipers, etc. in order to have a safe Fall driving season.

October has many car activities to attend, before cooler weather prevails, signaling the car season's end for many of us. Whatever your plans may be, be safe and healthy. Oh...and remember to bring along a youngster.

Safe travels,

Jim Guthrie (FCA #12897)
guthriejasr@gmail.com
816-288-7469

P.S. Please check the Membership Roster on the website and make certain we have your correct phone number, street address and e-mail address.

FUN, FRIENDS, FAMILY AND FALCONS



The Falcon Club of America
is pleased to announce:

The 2022 National Meet will be held at the
MeadowView Conference
Resort & Convention Center
1901 Meadowview Parkway
Kingsport, Tennessee

July 14-16, 2022

Hosted by the Falcon Club of America

The MeadowView Conference Resort Convention Center is a pet-friendly, scenic haven in Kingsport that is woven into the Tennessee Mountains. Enjoy a coveted location in Kingsport, a short drive from Bristol Motor Speedway, East Tennessee State University, and Dollywood. We hope you can find your inspiration amid a stunning mountain location at this beautiful hotel in Kingsport, Tennessee.



The room rate is \$123 single or double, plus tax (currently 16.50% per room per night, but subject to change by applicable state and local taxes in effect at the time of the meet).

The rate includes a complimentary full American breakfast for up to two guests per room. There is also complimentary wireless internet access in all guest rooms.



Reservations may be made by calling the Marriott at 800.228.9290 or at www.marriott.com MeadowView Conference Resort & Convention Center.

When calling, mention "The Falcon Club 2022". Cut off date for these room rates is 5:00pm EST on Tuesday, June 21. All rooms must be reserved with a first night deposit or a major credit card. Guest rooms may be cancelled with a full refund if cancelled before 11:59pm EST until 48 hours prior to arrival.

We look forward to seeing you there!



ON THE ROAD TO NATIONALS



As a longtime NASCAR fan, Robert Walton couldn't resist jumping off I-81 for a photo op at Bristol Motor Speedway.

MASSACHUSETTS TO TEXAS IN A 1963 FALCON RANCHERO

After returning from my first Falcon Club of America National Meet in Irving, Texas, a friend of mine recently suggested that my personal motto should be, "Always driven, never trailered." He said that because my 58-year-old Falcon Ranchero had just taken me through twelve states from Massachusetts to Texas and back. He was also aware that my 1968 convertible (not a Falcon) and I have visited 35 states and one Canadian province covering close to 55,000 miles in the process. But I've owned that car for 24 years, and I've owned the Ranchero for only three years, and half of that time was during Covid-19 restrictions.

When I purchased the truck, it looked OK, I quickly realized that almost everything

underneath the Ranchero needed repair or replacement. So, after getting the mechanicals "sorted out" as the British say, the first chance I got I jumped in it and traveled 3,790 miles in the little pick-up truck to participate in this gathering of Falcons. I thought I'd share with you some of my impressions of our trip.

We live in a HUGE, beautiful country. While traveling the Interstate highway system sometimes can be boring, driving I-81 through 325 miles of Virginia and I-40 for 507 miles of Tennessee is not. The scenery is spectacular wherever you look. The Blue Ridge Mountains of Virginia and the Great Smokies of Tennessee are breathtaking. And if you've never driven over the Mississippi River you might put it on your bucket list.



Entering Virginia one can see the can with two gallons of emergency gas, one of two fire extinguishers I carry when traveling, a semi-secure storage box and the small sign in the rear window indicating the year, make and model of the Ranchero. Most people under 60 years old don't know what a Falcon Ranchero is. Having all the identifying emblems shaved off only adds to the confusion. A frequent comment is, "I know it's not an El Camino, but I don't know what it is."

In Irving, seeing so many Falcons in one place simultaneously was awesome and the people were great. The cars (and trucks) represented all years and body styles of Ford's fabulous compact, even one body style (retractable) that Ford never made! The vehicles in attendance also represented all levels of conditions from "Diamonds in the Rough" to totally correct restorations, race cars, customs, hot rods, and everything in between. There is a definite vibe of inclusion in the Falcon Club. This was a low stress, fun event with "People's Choice" judging.

I'd like to offer my sincere thanks to the folks from the Heart of Texas Chapter for all the work that went into hosting this celebration of all things Falcon.

I am so happy that I made the trip to Texas for this event. If you have never attended an FCA



Southbound at the Arkansas/Texas border in Texarkana we had already covered 1,684 miles. Sharp eyes may spot the 1950's style "Mass Cruisers" club plaque beneath the Massachusetts license plate.

Regional or National Meet you may want to consider doing so. To paraphrase an old song sung by Nancy Sinatra, "These wheels are made for rolling!"

—Robert Walton (FCA #16848)
Norton, Massachusetts

Number of states traveled.	12
(MA, RI, CT, NY, NJ, PA, MD, WV, VA, TN, AR, TX)	
Google Maps one way mileage	1,766 miles
Number of overnights southbound.	3
Number of overnights northbound.	4
Number of nights in Irving, TX	4
Total duration of trip	12 days
Number of fuel stops.	30
Number of gallons of fuel consumed.	235
Quarts of oil consumed	1.5
Miles per gallon.	approximately 15
Number of mechanical/electrical issues	2
Smiles/"thumbs up" from other motorists. . .	dozens
Amount of enjoyment?	HUGE!

FROM FLORIDA TO TEXAS IN OUR 1963 STATION WAGON



On July 6, we hopped in the Falcon leaving Titusville, Florida and headed toward Dallas. It was cloudy most of the way with light rain off and on. We stopped north of Leesburg, Florida to have coffee with friends, then headed west, staying off the interstate all the way to Enterprise, Alabama. The Falcon performed perfectly with the light rain and the '79 F150 intermittent wipers we installed worked great.



Cruising along US 84 from Enterprise to Alexandria, Louisiana, we put 450 miles on the Falcon. Highway 84 is full of beautiful scenery, but sadly also full of examples of tough times for many people. One town in Alabama had placed crosses along the road including a flag, the soldier's name, the war he served in, and his branch of the service, from World War I, World War II, Korea, Vietnam, Iraq, and Afghanistan. It was really touching.



We spent a great evening in Alexandria, staying in a 1940's B & B home. The next morning we drove 375 miles to Irving, Texas on back roads. Speed limit in Texas was 70 on the two-lanes, and 75 on the four-lanes. The back roads were a lot of fun—almost





like riding a roller coaster, up and down hills mixed in with lots of curves. Debbie was just hanging on so we didn't take many pictures.

We spent our first day at the Falcon Nationals where I spent most of my time at the Swap Meet. I found a re-chromed rear bumper there and made a good deal trading our damaged one in on it. I sold a few of my leftover parts we replaced. Debbie spent the afternoon at a Ladies Tea where the theme was "Best Little *****house in Texas. She won a door prize for answering trivia questions correctly about the movie.

conditioning. On July 12 we left Fort Polk, Louisiana and 450 miles later found our B & B in Pensacola, Florida The first 100 miles were on windy, hilly back roads and with light rain, but our intermittent wipers worked perfectly. Sometimes we were down to a crawl it was raining so hard. It let up a little when we were



We enjoyed the Meet in Dallas. and looking at the 130+ Falcons there.



Traveling back to Florida, we stopped at Fort Polk where I had spent the winter of 1964-65.

Nothing was the same except for the name. After driving around the post we had supper in Leesville at the Wagon Master Steak House. Talking to the owner, he said his father had built the barracks in 1942 that I lived in the winter of 1964. They are all gone now replaced with buildings with heating and air



going through Mobile, Alabama and Debbie got a couple of shots of the Battleship USS Alabama there. Our host in Pensacola recommended a local Italian restaurant that was a great end to a long day.



The next morning we left for Tampa to pick up our dog. We heard a strange noise, opened the hood, and discovered the AC Clutch bearing gone. We drove 14 miles to O'Reilly's and waited until noon for a new compressor. At 1:00 we were back on the road. Then, one more stop to replace a head light that a rock took out. Daisy loved riding home in the wagon. The Falcon is now cleaned out and up on her roost.



—Roger Reynoldson (FCA #17188)
Titusville, Florida

Additional photos in August 2021 online edition.

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UPCOMING EVENTS

October 1–October 2

Fall Regional Meet

Hot Springs, Arkansas

Hosted by The Founder's Chapter

April 1–2, 2022

South Central Regional Show

Biloxi, Mississippi

Hosted by the Gulf States Chapter

July 14–16, 2022

FCA National Meet

Kingsport, Tennessee

Hosted by the Falcon Club of America

More to come...

If you'd like for your event to be included in our Calendar of Events and on the FCA website, please send your upcoming FCA event's date and location information to editor@falconclub.com and admin@falconclub.com.

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EMMA'S STORY

FINDING HER PERFECT CLASSIC CAR A 1968 FALCON SPORTS COUPE



I'm Emma and I'm 15 years old and from Washington, Missouri. I just bought my first car in early June—a 1968 Falcon Sports Coupe with front bucket seats. I am planning to restore it to factory original. My dad and I love working on classic cars together, so we bought me my first car for us to restore. He has a 1968 Cougar that he bought when he was my age, and we figured I should get a classic as well.

We found the Falcon on Facebook after months of searching for the perfect car. At

first I was looking more into Torinos and Novas and the occasional Dart, but when I saw this car I changed my mind almost instantly. We purchased the Falcon from a guy near Detroit, Michigan. He had bought the car from a friend a few years prior who had inherited it from his Dad. The Falcon originally lived in Louisiana and later was parked in a barn for around 30 years. My dad, my sister, my grandma and I drove 10 hours to Michigan, where my aunt just happened to live near Detroit, and went to go look at my soon-to-be hot rod. I fell in love.



Emma, sitting in her car for the first time (left), greasing window regulators and cleaning out pine needles. and In her "office"—putting in a new blower fan and new heater core (bottom left).

I knew I had to have it, a complete original find, never touched or messed with. Before we went to Detroit I had a new bucket list item which was to go down Woodward Avenue. So, after we got the car we cruised down Woodward with the car on the trailer and took a bunch of pictures with it in front of Hunter House and other places. It was so much fun being with family and enjoying the moment together. When we took it home back to Missouri, we were greasing up the window regulators that were stiff after years of sitting. When we popped off the drivers door panel, the original build sheet slipped

right out! Still completely legible. That's when we knew we truly had a one-of-a-kind build. So far we have put an electronic ignition unit in it, a new coil, front disc brakes with a power booster, lower cowl, all new suspension, seat covers, and soon new wheels will go on.

In the future, we want to put a Holley Sniper EFI on it, dual exhaust, power windows, a stereo system, and air conditioning. I know you can spend as much as you've got on these cars so we will see what actually happens. I recently applied for a membership to Falcon Club and am excited to hopefully go to the Regional Meet in October in Arkansas with my dad (dad willing). I can meet new people with the same passion for classic cars as we do. I wouldn't have a Falcon if it weren't for my dad. Almost everyday this summer he would help me with something, whether it was simple as advice or helping me put on rear end shocks.

—Emma, Washington, Missouri

TOGETHER AGAIN

2021 FCA NATIONAL MEET



July 2021 finally came and Falcon owners began to head to Texas. The 2021 Falcon Club National Meet was actually happening. No pandemic closings, no mandates, no cancellations would stop this one. Saddened by missing out on the canceled Ohio Meet last year, Falconers were ready to see old friends and to meet newbies coming to the Lone Star gathering. It had been two years since the last National Meet in Wichita. Some were unsure of the protocol. But, as folks gathered, hugs and smiles were the norm. The Falcon Family was together again, finally.

The first official night of the Meet, a cruise to a local 50s diner was scheduled. The Irving Diner normally is not open for dinner, but graciously agreed to open for the night just for the Falcon Club. Its parking lot was full of Falcons. Sedans and Convertibles and Wagons and Rancheros and more filled the parking lot. Many model years were represented. I saw daily drivers, modifieds and original classics. Some of the license plates I saw were Arkansas, Massachusetts, Ohio, Virginia, Nebraska, Kansas, along with of course the home-state Texas plates.



As the 2021 Falcon Club National Meet came to a close, members gathered in the air-conditioned ballroom for the meal, the awards ceremony, and closing ceremonies. It had been hot in the Texas sun and now it was good to be gathered together inside.

Many sat with their fellow chapter members; others chose to sit with old friends or new ones from across the country. Wherever they chose, laughs and stories were told of the current Meet and past ones.

Award winners held their plaques high and beamed with pride. Others may have been a bit disappointed, but gave gracious tribute to those whose cars were chosen as the "cream of the crop" at this year's Meet.

Several individuals were wearing overalls, or 'Dougies' in honor of their Falcon Club good friend no longer with us, Doug Browning.

We were back together and oh, was it good!





"I thought that you might enjoy the attached article which was published online by Hagerty Insurance. It is about a Mustang 289 but could apply to us Falcon types. Personally I do not have an overheating issue but I know they can run in the Falcon family." —Tom Lauppe

HOW TO REMEDY A MUSTANG'S OVERHEATING ISSUE

BY ROB SIEGEL, *Hagerty, February 18, 2019*

Hagerty Drivers Club member Paul V. Romero writes: "My '67 Mustang with its original 289 V-8 runs hotter than normal during the summer months. I live in Santa Fe, New Mexico, where it doesn't get much above 90 degrees. I have replaced all the seals and hoses, and I've installed a four-core aluminum radiator. I've considered replacing the original fan with a couple of electric fans or putting fans in front of the radiator, but there's not a lot of room. I would like to keep the original look of the engine."

The answer here depends on *how* the car is running hot. If it's hot even while cruising down the highway, it's a water-flow issue. If it's cool while in motion and only hot while idling in traffic, it's an airflow issue.

For the water-flow issue, verify that the thermostat is opening by feeling the lower radiator hose and making sure it's hot when the vehicle is warmed up. Inspect the water pump and look for corroded vanes that aren't moving water efficiently. Power-flush the block by

removing the drain plugs at the right front and left rear. Note that there is active debate on Mustang forums on whether the four-core radiator actually cools better. Some folks argue the thicker core impedes airflow. Others say what you really need is the increased radiator volume of the 24-inch big-block radiator. But let's assume for the moment that you're not radiator limited.

For the airflow issue, if your car doesn't have a fan shroud, install one. You could also try updating the mechanical fan. Folks on the Mustang forums seem to like the 17-inch Flex-a-lite fan. If those measures don't help, you might be forced down the electric-fan route. I'm personally not a big, uh, fan of removing an original mechanical fan unless there's no alternative, but electric fans do have the advantage that their speed isn't dependent on engine rpm; they move just as much air at idle.

There are many choices for an electric puller-fan kit for your car. Some are single fan and some are twin fan. Some have integrated

shrouds that bolt directly to the sides of the radiator, but you'd need to check carefully for those that will mount onto your aftermarket radiator and those that will require drilling holes. Other fans have no shroud and instead zip-tie directly to the radiator. These kits use a temperature sensor and a relay to automatically turn the fan on above about 180 degrees. Buy a name-brand fan or fan assembly from a reputable vendor. I'd also advise taking the cubic-feet-per-minute (cfm) ratings of any unbranded fan with a grain of salt. If Spal says its product moves 2000 cfm, believe it. A no-name, Chinese-made fan, not so much.

Be aware that the electrical draw from a big cooling fan is substantial and can stress an

old alternator. The rule of thumb is one amp per 100 cfm of airflow, so a 2000 cfm fan can draw 20 amps. At a minimum, make sure the belt isn't glazed. It's not unusual to install a big cooling fan and have the belt squeal due to the additional load on the alternator. Note that many electric fans can be loud, too.

For these reasons, the idea of keeping the mechanical fan and mounting a manually switched auxiliary pusher fan in the nose is appealing. But as you say, in your car, it looks challenging. Spal makes a 10-inch low-profile pusher fan, part no. 30100446, which moves 802 cfm of air. But a front-mounted pusher simply isn't as efficient as a rear-mounted puller, so keep that in mind.

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FALCON CLUB OF AMERICA 2021 BUSINESS MEETING

SUBMITTED BY JENNIFER VANANTWERP

The 41st annual Falcon Club of America (FCA) National Business Meeting was held at 2:00 PM July 10th, 2021, in the Grand Ballroom at the Sheraton DFW Airport Hotel in Irving, Texas.

WELCOME

Falcon Club of America President Jim Guthrie welcomed all to the meeting and thanked the Heart of Texas Chapter for hosting. Members gave the Heart of Texas Chapter a round of applause. President Guthrie noted that the Falcon News Magazine would be printed quarterly, which also received a round of applause.

INTRODUCTION OF OFFICERS, CHAPTER ROLL CALL AND RECOGNITION OF MEMBERS

Introduction of Officers

President Guthrie introduced FCA Board members and officers in attendance. Mike Grant, John Howard, Mary Wagner, Richard Harrington and John Saindon were unable to attend.

Chapter Roll Call

President Guthrie asked Russell Welty (on behalf of Mary Wagner, Chapter Coordinator) to have the Regional Directors call the roll of their chapters with members in attendance.

- Mountain Region (Director not present) had the following chapters with members in attendance: Arizona, and Mile-Hi.
- North Central Regional Director, Jack Ellis, introduced the following chapters that had members in attendance: Beef State, Gateway, Lake Michigan, Metro Detroit, Mid-America, and Wheat State.

- North Eastern Region (Director not present) had the following chapters with members in attendance: Hoosier, Keystone, Northeast, Ohio Valley, and Ontario.

- Pacific Region (Director not present) had the following chapters with members in attendance: Central CA, Golden Gate, Sonoma County Falcons For Fun, and Southern CA.

- South Central Regional Director, Mike Sigler, introduced the following chapters that had members in attendance: Founders, Frontier, Gulf States, Southern Coast, Bon Temps, and Music City.

- South Eastern Regional Director, Dave Wagner, introduced the following chapters that had members in attendance: Suncoast, Mason Dixon, Tennessee Valley, Virginia, Southeast, Carolinas, and Star City.

- South Western Regional Director, Todd Gaudin, introduced the following chapters that had members in attendance: Sooner State, Lone Star, Alamo, Third Coast, Capital City, and Heart of Texas.

President Guthrie thanked the Regional Directors for the work they do for the FCA.

President Guthrie recognized members who were attending their first FCA National Meeting, as well as any veterans, medical personnel, and public safety officers in attendance.

President Guthrie asked for a moment of silence to honor members of the Armed Services and FCA members that we have lost this past year (including Arnie Morgeson, Toots Clements, Elmer & Edna Mae Hunter, and Doug Browning).

APPROVAL OF MINUTES

President Guthrie called the meeting to order and asked for a motion to accept the minutes of the 2019 FCA Business Meeting (*Note: no 2020 in-person meeting due to Covid-19*).

On motion of Chuck Beason, seconded by Steve Springer, the minutes of the 2019 FCA National Business Meeting were approved as printed in *The National Falcon News*. The motion passed unanimously.

REPORTS

Treasurer's Report

At the request of President Guthrie, FCA Treasurer Jerry Nordboe gave the following banking summary for the period ending 6/2021: Ending balance \$11,367.47 (*Note: a detailed Treasurer's Report will be included in the online magazine.*)

Audit Committee Report

At the request of President Guthrie, Steven Hammond reported for the Audit Committee. Steven worked with Colleen Ellis and Barry Fischer on the audit, and noted that the FCA financial status is in good standing with no discrepancies, and all expenses were for the best interests of the Club.

Club Store Report

At the request of President Guthrie, Bonnie Stringer reported on the activities of the FCA club store. The store was well prepared in advance of the 2020 meeting, so inventory carried forward to the 2021 event. Store now includes new materials and styles of shirts, and belt buckles. License plates have been requested and will soon be available in the online store. Any suggestions for future items can be sent to falconclub@aol.com.

Magazine Editor's Report

At the request of President Guthrie, FCA Magazine Editor Janet Wilkerson gave the following report:

She thanks everyone for reading the magazine and sending in content and pictures for articles. The quarterly magazine will be different from the monthly digital version, but some content will be pulled from the monthly publications. Janet is always looking for member submissions for the magazine, so please send any pictures and rough draft information to editor@falconclub.com, and she can finalize details for the article.

Website Report

At the request of President Guthrie, Wally Tirado gave an update on website activities. After seven years as Internet Director, Wally will be stepping down along with the Webmaster once suitable replacements have been found. Both have been volunteer positions, but many responsibilities have been added including integration with the online store, tech articles, digital magazine, updating all content, and managing social media.

If interested in the Internet Director or Webmaster positions or if you have recommendations for suitable candidates, please contact President Guthrie at guthriejasr@gmail.com.

OLD BUSINESS

President Guthrie thanked Wally Tirado and Mike Grant for their efforts as Internet Director and Webmaster, and reiterated the importance of filling those roles along with an open position for Pacific Regional Director.

NEW BUSINESS

Bylaws Changes – Several proposed bylaws changes:

Proposal #1: Proposed changes to sections 4.5 and 4.7 would make the President the Chairman of the Board and Vice President a member of the Board, both with voting rights. Steve Springer asked about what would happen with tied votes, and President Guthrie confirmed that a tied vote would result in an issue being tabled until it could be voted on again. Chuck Beam commented that the President has never had an opportunity to vote, but that the bylaws were changed several years ago resulting in the President no longer being able to chair a meeting. Ralph Garcia and Steve Springer expressed concern over the President and Vice President's abilities to maintain neutrality when presenting issues to the Board. Mark Sword II noted that per the bylaws, only one active member from each chapter may serve as Board member at any given time, so the President and Vice President would need to follow the same rules.

Bonnie Stringer made a motion to vote on Proposal #1, and Bill Poole seconded the motion. With 80 voting in favor of the proposed changes and 5 voting against, the motion passed.

Proposal #2: Proposed changes to section 5.5 would require active FCA membership in order to participate in awards competition, voting, meetings, and awards banquet. President Guthrie and Rick Bowes noted that they have received complaints from members who were upset about non-members taking up rooms in the hotel block, or winning awards that they felt should be for members only. President Guthrie added that implementation details would be worked out in the next year through workgroups, and

the intent of the change is to protect the value of your membership. Several members (Jeff Schira, Mark Sword II, Josh Falcon) felt there were not enough details to vote on the proposed change, and voiced concerns regarding complications of implementation. Others (Wally Tirado, Derral Hubbard) were opposed to the change, as they believe it will create barriers to event participation and additional burden on the chapter that is financially responsible for the event. Multiple members (Shaun Small, George Von Lange, Teri Anticevich, Blake Philpot, Ralph Garcia) suggested offering different prices for members versus non-members.

Ron Brown made a motion to close the discussion on Proposal #2, and Bonnie Stringer seconded the motion. Wally Tirado made a motion to vote on Proposal #2, and Ricky McClendon seconded the motion. With 62 voting in favor of the proposed changes and 26 voting against, the motion passed.

Proposal #3: Proposed changes to section 5.6 would specify mandatory awards with individual class winners in each sub class. Wally Tirado voiced opposition to this proposal, as he feels it doesn't allow for changes based on local demographics and it would cause a financial burden for the host chapter. Jeff Schira shared that all awards have to be purchased ahead of time even though you don't know how many vehicles will show up for each class at an event, and he believes a permanent change to the bylaws is unwarranted. Warren Crow inquired about penalties for not following the proposed revisions, and it was confirmed that the host chapter could go to the Board of Directors prior to the event with suggested changes for the Board to approve. Mark Sword II commented that awarding a "best of" for each class would get out

of hand, and Derral Hubbard added that the event should be focused on the people and trophies should be secondary.

Jeff Schira made a motion to close the discussion on Proposal #3, and Ricky McClendon seconded the motion. Steve Hammond made a motion to vote on Proposal #3, and John Kechter seconded the motion. With 50 voting in favor of the proposed changes and 35 voting against, the motion did not pass. *(Note: changes to bylaws require a two-thirds majority vote)*

Election of Officers and Board Member(s)

Nominations opened for the office of FCA President. Jack Ellis nominated Jim Guthrie, seconded by Bonnie Stringer. The membership was asked three times for additional nominations. None were given. Ron Brown made a motion to elect by acclamation, seconded by Mark Sword II. Jim Guthrie was elected President of the FCA for 2021–2022 by acclamation.

Nominations opened for the office of FCA Vice President. Bonnie Stringer nominated Rick Bowes, seconded by Steve Springer. The membership was asked three times for additional nominations. None were given. Ricky McClendon made a motion to elect by acclamation, seconded by Steve Hammond. Rick Bowes was elected Vice President of the FCA for 2021-2022 by acclamation.

President Guthrie advised that there were two positions on the FCA Board of Directors that were up for election: a five (5) year term, and a four

(4) year term. Richard Harrington and Mike Sigler were thanked for their years of service on the FCA Board.

President Guthrie asked for nominations for the four (4) year term on the Board of Directors. Phil Warren nominated Danny Barnhouse, seconded by Chris Sword. Pam Dinzebach nominated Mark Sword II, seconded by Ricky McClendon. The membership voted, and Danny Barnhouse was elected for a four (4) year term on the Board of Directors. His term will begin September 1, 2021.

President Guthrie asked for nominations for the five (5) year term on the Board of Directors. Phil Warren nominated Billy Pope, seconded by Jack Ellis. The membership was asked three times for additional nominations. None were given. Billy Pope was elected by acclamation for a five (5) year term on the Board of Directors and his term will begin September 1, 2021.

2022 National Meeting

Steve Springer updated the members on the 2022 FCA National Meeting (location to be determined) to be held during the third weekend of July 2022. Stay tuned to the falconclub.com website for additional details.

Adjournment

There being no further business, the FCA Annual Business Meeting was adjourned at 4:15 PM.

Please check upcoming online issues for the Falcon Club and Club Store audited financial statements.

1970 Falcon

THE ROOMY,
MANEUVERABLE
COMPACT

The '70 Falcons came in six models including two wagons. Their prices were among the lowest in the compact field, offered big-car ideas galore. You could economize . . . and not give up a thing. You got so much inside room with such compact outside dimensions. So much big-car ride with such easy, small-car handling. So much getup-and-go with such easy-to-take gas mileage. And so much style and comfort for such a compact-sized price.

The Falcon models introduced at the beginning of 1970 were basically the same as the 1969 editions. They were produced

for six months, when strangely a "new" Falcon model was introduced based on the Fairlane 500. These last Falcons are referred to as 1970½ Falcons due to their mid year introduction.

Usually these low price and upkeep figures mean a small passenger capacity, but Falcon had a surprisingly roomy passenger compartment seating six adults, while maintaining its modest outside dimensions. Falcon also had a strong body construction, generous soundproofing, and a smooth, comfortable ride not expected from a car of its size.



Falcon Futura four-door sedan gives roominess and economy at low price.

The '70 Falcon's two series were the base Falcon with a two-door club coupe, four-door sedan, and four-door station wagon; and the more luxurious Futura with a two-door club coupe, four-door sedan, and four-door station wagon. Seats were deep padded and big car width; there were front armrests with ashtrays, courtesy lighting, and reversible keys with "keyless" locking.

Attractive vinyl upholstery and interior trim, and bright exterior finishes, were offered in a generous choice of colors. There was a well-designed instrument panel with all instruments grouped directly in front of the driver. Controls for the heater, optional air conditioning, and the ignition switch was lit when the parking lights or headlights were turned on.

The standard engine was the peppy 200 CID six cylinder engine that would run

smoothly on seven main bearings and delivered 120 hp. A high performing 302 CID V-8

rated at 220 hp was optional on all models and both engines ran on regular fuel.

The standard three-speed manual transmission is synchronized in all forward gears and can be shifted while in motion without clashing. An optional Cruise-O-Matic SelectShift transmission permits the driver to choose fully automatic operation or to shift the gears manually.

Falcon's list of options included power steering, Selectaire air conditioning (except wagon models powered by the 200 CID engine), tinted windshield and window glass, AM radio, and outside left hand mirror with remote control.

In the Falcon station wagon line there were two models—the Falcon and Falcon Futura. They were offered with the 200 cubic-inch Six 120 hp standard, and a 220 hp 302 CID V-8 was available at extra cost.

FALCON FUTURA



FUTURA CLUB COUPE



FUTURA 4-DOOR SEDAN



FUTURA WAGON

FALCON



FALCON CLUB COUPE



FALCON 4-DOOR SEDAN



FALCON WAGON



The roomy Falcon Futura station wagon gives you plenty of cargo space plus smooth ride.

CLASSIFIEDS

FALCONS FOR SALE

1962 Falcon two-door wagon. Rare two door station wagon body style. 1974 Ford Torino running gear. 250 cu. in. six-cylinder with electronic ignition. New C4 three-speed automatic transmission with cooler. New paint with original Baffin Blue color, white top and black interior. New upholstery, carpet, headliner, door and window handles, windshield, window channels, door and tailgate rubber, gas tank, exhaust, radiator with electric fans, alternator, wiring harness. Updated dash with new electric gauges and new knobs. New ignition switch and door locks. two-speed electric windshield wipers conversion. New electronic stereo radio with front and rear speakers. Rebuilt heater/defroster w/new blower motor. New insulation throughout. 14" wheels and tires with updated brake system. Florida title. \$14,000. Donna, dlcard55@gmail.com or 207-933-7997. ME. 210809



1965 Falcon Sprint Convertible. Own one of the rarest Falcon models ever made with a production run of just 300; fewer than 40 exist today. This 1965 Falcon Sprint Convertible has been recently restored with new top, interior, paint, tires, shocks, and brakes. The engine is a 302 with GT 40 heads, a mild Lunati cam, aluminum intake, Edelbrock carb, aluminum radiator, and a three-speed on the floor. This car was featured in the September issue of The National Falcon News. Can be driven anywhere, no need to trailer it. For more

information text to David Newton, 801-660-7239, or email amypooski@yahoo.com It is insured for \$30,500, asking \$29,995. 211015



1965 Falcon Ranchero with Comet front clip, \$9,000. Beige 1964 Caliente hardtop (no engine, no transmission), was 289, four-speed car. Has bucket seats and console, \$3,100. White 1964 Cyclone hardtop (no engine, no transmission) was 289, four-speed car. Has bucket seats and console \$3,700. I have steering column and pedal to convert to automatic for both cars if you wish. 1964 gold wagon Villager "Woody" (no engine, no transmission) was 289 automatic car. \$2,600. 1965 Caliente hardtop (no engine, no transmission) was six-cylinder, \$800. I have parts cars to make sure these cars are complete. Call, text, email Carlos Vera, 720-281-0940, calicometcarlos@yahoo.com. CO. 210820



1965 Ranchero. 200 six with Tremec five speed transmission. Body and paint in excellent condition. Stainless steel exhaust, new brake lines and wheel cylinders, pertronix ignition. \$15,000. grclark@chartermi.net or 734-904-2952. 211005



1965 Ranchero with four-bbl V8 and C4 auto transmission. It has extensive body rust but comes with many patch panels and other parts for restoration. Can e-mail complete list of parts upon request. This is a project car but does run well. Front windshield cracked but comes with a new windshield and gasket among other parts. \$4,500. SteveWT324@aol.com.



PARTS FOR SALE

Various used parts for 1964-65 Falcon/Ranchero including: re-anodized 1965 grille, \$150; working original AM radio, \$80; bucket seat tracks, \$35 each; original style car jack, \$20. Many other parts, so e-mail or text with needs. Stevewt324@aol.com or 562-773-6255. 210823

Parting '60-'65 Falcons, 14 year collection! Good sheet metal, lots of trim, mechanical parts, etc. Call Steve, 360-430-0143. Thanx for driving a Falcon! Steve Averre, Longview, WA. 210918

1965 289 heads, cast #C5AE, dates 5B9, \$250; crankshaft \$150; rods, cast #C3AE, set of eight, \$100; valve covers, \$60. 1967 289 Hi Po heads, date on both heads 7H23, \$2,500. 1967 289 distributor, cast #C70F-12127-B; date 7F30, \$75. 1967 289 exhaust manifolds, \$150. 347 stroker kit, \$1,200. 351 Man o' War block, part #087180, new never machined, \$2,000. 1973 351C 4BL open chamber heads, cast #D3ZE, fresh, \$800. 351C 4BL exhaust manifolds, one pair, \$450. 351C A/C bracket, D0ZA-2882-C, \$100. 351C engine bracket, D0OE-10145-A, \$75. 351C engine bracket, D1AA-2A964-AA, \$125. 351C engine bracket, D0AE-OAO17-DA, \$75. Lots more 351 Cleveland parts! 390 tri power set up, \$2,250. 1966 428 short block with CJ rods, cast #C7AE-B, \$2,800. 1967 GT 390 motor, \$3,500. 1971 429 CJ four-bolt main short block, \$4,000. 1965 289 Hi Po aluminum water pump, cast #C5AE-8505D, \$400. 1968-70 428 CJ/SCJ parts and 429 CJ parts. Keith Litteken, 314-480-2556 or kslitteken@aol.com, MO 210910

1960 NOS Falcon grille, \$199. 1964 NOS Falcon grilles and headlight assembly, \$1,999. 1964 NOS headlight assembly \$300. pair. 1965 NOS headlight assembly, \$300 pair. 1964 NOS Falcon back-up lamp kit, part #C4DZ-15499-B2, \$359. NOS Falcon 1965 back-up lamp kit, part #C5DZ-15499-A, Hardtop/Sedan, \$359. 1964 NOS Falcon lens, part #C4DZ-13450-A2, \$199. 1964 NOS Falcon lens, no backup, \$125. 1965 NOS Falcon lens, no backup, \$125. NOS 1963-65 Falcon Sprint and Cobra California air cleaner with PVC tube on the top, \$399. 1963-65 Falcon Sprint air cleaner, \$135. 1963-64 Falcon/Comet T-10 four-speed, \$695. 1963-64 Falcon/Comet five-bolt bellhousing, \$150. 1965 Falcon/Comet six-bolt bellhousing, \$150. 1965-66 Mustang T-10 Tail Shaft, \$125.

New 1965 Falcon/Comet six-cyl. brake drums, hubs, spindles, front outer wheel bearings, front inner wheel bearings, front wheel studs, \$400. 1963–65 Falcon/Comet top loader shifter box with linkage, \$450. 1963–65 Falcon/Comet four-speed tunnel, black powder-coated with top plate, \$399. 1963–64 generator bracket, \$100. 1965 NOS Falcon Ranchero/Wagon, Gas Cap, \$139. 1963–65 Falcon/Comet six-cyl. valve cover, black wrinkle powder coated, \$125. 1963–65 Falcon/Comet air cleaner, black wrinkle powder coated, \$55. 1962–63 Falcon/Comet stainless steel dash pad trim, \$125. 1964–65 Falcon/Comet stainless steel dash pad trim, \$125. 1964–65 Falcon/Comet AAC new gold carpet, front and rear \$120. 1963 Falcon spears, driver condition, \$100. Rare Valvoline bench mat with A 1965 Falcon Ranchero Monster truck on it, 20"X17", \$155. 1964–65 Falcon/Comet console bracket (reproduction), \$125. 1963–65 Falcon/Comet Stainless Steel V-8 motor mount heat shields, (reproduction), \$35. 1963–65 Falcon/Comet four-speed shifter tunnel top ring, (reproduction) \$45. 1964–65 Passenger side front fender, \$145. 1964–65 front and rear bumpers, \$165. each. 1964–65 Falcon/Comet console, new reproduction top, all trim, \$899. Big block 3x2 set up, intake, carbs, linkage, air cleaner, filter, and more, \$2,500. Ford big block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$3,500. Ford small block 2x4 set up, intake, carbs, linkage, air cleaner, filter, \$2,500. Carroll Shelby collection for sale, patches, signed posters, more items, more NOS, used and Dennis Carpenter Reproduction parts available. Call Vic Falcone, 518-355-7756 or vfalcon64@aol.com. 210820

1960-63 Falcon sedan "No-Mar" gas tank guard and NOS stainless steel gas cap, in original packaging, rare accessories, \$275 for the set. 1962–63 hood scoops, good to excellent used condition, \$75–200. 1963 Sprint fender spears (no paint in the center stripe) nice driver quality, \$395/pair; 1963 "deluxe" fender spears, (not Futura) three sets, \$95–195 per set. 1962–63 fender top

ornaments, restored, \$75-100 per pair. Two 1960–61 Comet dash clusters, nice chrome, original and complete, \$195 each; 1963 Comet dash, needs restored but complete, \$100; 1963 Comet/Falcon convertible top bows plus pump (header bow lathes), \$495. Convertible quarter windows, regulators, trim, hardware, inquire for prices. Convertible "belly pan" set up for bucket seats /console, \$295. 1963–65 convertible bucket seats, need complete restoration, \$600. 1960–65 pedal sets, complete w/bracket and hardware, \$195. 1960–65 V-8 motor mounts: frame mounts, bolts, "C" brackets and heat shields, \$200, eight piece set. '63-65 V-8 exhaust manifolds, no cracks \$180 per pair. Five-bolt 14" stock Falcon/Fairlane wheels ('63-'67 style) 14"x 5" and one set 14" x 4.5", \$70 each, a set of five for \$325. Late model ('68-'70) five lug 14" X 5" and 14" X 6" also for sale, \$70 each, \$325 per set. Four-bolt 14" x 5" one set of four, \$280. Four-bolt 13" wheels, \$25 each, set of five for \$110. 1960-65 Falcon jacks, restorable, \$100, set of four pieces. '60-65 four-door sedan doors, stripped or complete, no rust, \$100–\$200 each. '60-65 Falcon/Ranchero hoods, over 20 to choose from, \$150–\$350 each; '60-65 Station Wagon tailgate cranks, good used condition, new keys up to NOS, \$250–\$490. 1964–66 Wagon/Ranchero gas tanks, \$200 each; 1960–62 two-speed electric wiper changeover from vacuum, a set of motor, mount, wiper transmission, linkage, bezels. \$250; 1965 two-speed wiper conversion: wiring harness, switch/bezel motor/bracket, tested and working, \$295. One '66-70 trunk lock complete, nice chrome, all attaching parts with Falcon keys, \$125. '66-67 trunk lid, has a few dings but solid, \$150. '68–70 LR taillight surround, excellent used condition, \$95. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 210821

PARTS WANTED

289 Hi Po San Jose built four-speed radiator; top tank is stamped: C4ZE W-MO G2 2-65 3939-S fuel pump. I am looking for Feb. 1965 date code. My car was built on March 24, 1965 at the San Jose, CA plant. Carburetors for FE engines: part numbers on air horn, C8AF-AD, C8OF-AB and C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing, C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO. 63128-1416. 314-480-2556 or kslitteken@aol.com. 210910

TO PLACE A CLASSIFIED AD

- Please include item info and price, your name, location and FCA number. Try to limit your ad to 50 words. Ads will be edited as needed.
- Ads will run for minimum of two months and must be resubmitted monthly after that. Ads must be received by email by the 10th of the month before publication. For example, August 10 is the deadline for the September issue.
- FCA members receive two free ads per issue with one free photo for inclusion in "Cars for Sale" section. Your Falcon number must be included to be eligible for your free ad. Additional ads are \$10 each or \$20 with your photo included.
- Non-FCA members ads are \$10 each or \$20 with photo. Payment must accompany your ad. For those sent by mail, ads and photos with payments should be sent to: Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015. Make all checks payable to Falcon Club of America. Falcon Club of America is not responsible for errors. Any error will be corrected, as requested. The Falcon Club of America reserves the right to refuse advertising from any person or business or individual. Falcon Club of America is not responsible for errors. Any error will be corrected in the next issue, as requested. FCA reserves the right to refuse advertising from any person or business.

FORD HISTORY

Where were you and what were you doing in the spring and summer of 1960? Did you ever attend one of Ford Motor Company's American Road Shows? If you did attend one, you will want to read the article "American Road Shows on the Move" in the October online magazine. Following is an excerpt from that 1960 article:

For the past three months six units of Ford Motor Company's American Road Show have been playing to large crowds at shopping center malls over much of the country.

By July 2, [1960] when the schedules end, these units will have been on exhibition at fifty-nine shopping centers in forty-seven cities. During the three years in which the American Road Show has been on tour, nearly 9,000,000 people have visited the exhibits.

This year's group of shows includes "Design for Station Wagon Living," featuring Ford-built wagons displayed with a wide variety of cooking, sleeping, and recreational equipment to be used in conjunction with outdoor living.

"Design for Suburban Living" is a second complete unit which features the full line of Ford-built cars against a colorful background of aids to gracious living in the suburbs.

"Design for Country Living" is a third self-contained unit which features a variety of Ford farm implements amid demonstrations of modern farming techniques and glimpses of what farming of the future may have to offer.

The three remaining units are called, "The Magic World of Ford." Each of these features two trained narrators, among other personnel, who will perform mystifying magic stunts to illustrate Ford product features.

CLASSIC CAR HUMOR



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A woman was surprised to find an old picture of herself...younger, slimmer and falling in love with her future husband. When she showed him the picture he said, "Wow, look at that!"



"That's my old Impala!"

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November 2021

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 U.S. ELECTION DAY	3	4	5	6
7	8	9	10	11 VETERANS DAY	12	13
14	15	16	17	18	19	20
21	22	23	24	25 THANKSGIVING DAY	26	27
28	29	30				